WANTS, TO LETS, FOR SALES, ETC., FOR

TO-MORROW'S ISSUE

Should be handed in at the main office of THE DISPATOR, Fifth av

For to-morrow's issue up to 9 o'clock P. M. For list of branch offices in the various dis-tricts see THI &D PAGE.

HORROBS OF HORRORS

The City of Johnstown Completely Swept Away in an Awful Rush of Waters.

THOUSANDS OF LIVES ARE LOST.

The Dam of South Fork Broken by a Swollen Stream, and an Immense Volume of Water

SWALLOWS EVERYTHING IN

Shrieking For Help.

Some of the Scenes Indescribable-The Work of Rescue at All Points-No Trains Able to Reach the Scene of Desolation and All Other Direct Communication Cut' Off-The People Warned, but Ineffectually-Pamiliarity With Their Danger Had Made Them Careless-Touching Incidents of the Work of Rescuest Bolivar, Lockport and Blairsville.

river, and part of the debris already choked

Shriek Upon Shriek

children, neither of whom was apparently

more than an infant. The rapidity of the

gether with the lack of facilities for rescu-

ing, precluded the possibility of even think-

sight. The screams of the women and chil-

dren, blending in their pleadings for aid,

were heard long after their craft was around

the bend. The stream then became thickly

strewn with men, wemen and children,

clinging to all sorts of temporary means of

salvation, and two men and a woman clung

madly to the tops of huge trees, the men

emulating the females in their shricks for

Saved From the Wreck.

north bank of the Conemaugh, opposite

Bolivar Junction, noticed a lad clinging to

a log that the force of the current had car-

ried over into the river nearest to them, and

James Curry conceived the idea of lassoing

him. A long line was hastily procured, and

a man ran along the bank, ready to throw

his rude lasso in an opportune moment. The

noose fell true to its aim, over the boy'

greeted by cheers from a hundred throats,

and in a moment the drenched, poverty-

stricken little fellow was handed to the

restored him to his wonted composure, and

name was Edward Harsten, 13 years of age,

and he had lived with his father and grand-

father and mother in Cambris City, a part

of Johnstown. At 3 o'clock the house had

been caught in the volume of water let

cose by the bursting of the dam, and his

father and his uncie had climbed a mass

of driftwood and had been carried out into

the channel of the Conemaugh, and for

some time they ran along without advent-

ure. Finally their raft struck an obstruc-

tion and went to pieces, his father and

uncle finding lodgement on one section of

it and himself clinging to a log, which

finally ran into another mass of driftwood.

He saw nothing more of his relatives, and

does not know whether they are alive or

SCENE OF THE FLOOD.

Something About Johnstown and Its Sur-

roundings The Conemaugh Valley,

Its Prosperous Boroughs and

Great Iron Works-Curi-

ous Topographicg!

Fentures.

Jo astown, until overtaken by the disas-

ter of yesterday, was one of the most flour-

ishing and prosperous manufacturing towns

in the State. It had a population of over

8,000 in 1880, and has grown rapidly since.

Probably the number of inhabitants at the

present date is twice as large. It has not

separated from it only by imaginary lines,

Johnstown has nearly, if not quite, 35,000

Its site is picturesque r a beautiful-in

inhabitants.

He said his

he was ready to tell his story.

Just before dark people living on the

help that it was not possible to give.

for "help, help for God's sake!" cs

along, and from it

The whole world shudders and sighs this [At Lockport, two miles east, the condi-

realize the dire disaster that has befallen

Western Pennsylvania. ***
When the first news of the Johnstown horror came, it seemed such a pity that fair

ing; and it was a deep, an earnest sympathy let go and its parts were cast out into the the thought aroused.

The Awful Details.

wiftly succeeding this first flash of came the more dreadful details. and in cumulative form. Loss of life had been sustained. It might, the first reports said, amount to a dozen or more who had perished.

Ere this sorrowful intelligence had been half heard in the office of THE DISPATCH. shortly before 7 o'clock last evening, two of the best and quickest descriptive writers of the staff had been detailed to go forthwith

men, "and will be none for several days." "Then hire a special one of the railroad company, and at once," was the reply, accompanied by the necessary cash.

length of time to realize that even the above meager reports were full of columns of

Most Important Nows

toward the scene of disaster, 28 miles away, above intimated had even hinted at,

At 2:30 o'clock this morning a bulletin from Bolivar signed by a DISPATCH man says a floater rescued from the Conemangh insists that at least 1,500 persons have perished at and near Johnstown in the flood that floated him thither from that city, and that only two Johnstown dwellings could yet be seen

The details of the disaster follow, and will

OVER A THOUSAND LIVES LOST.

A Johnstown Man Who was Rescued Says [FROM A STAFF CORRESPONDENT.]

in the river here, who was swept away from Johnstown, says positively that not less than 1,500 lives are probably lost in the Vailey of the Conemauch.

SCENES OF HORROR.

Wemen and Children Swept Away-Shricks Blend With the Sullen Roar of the Elements - A Boy Lassacd Out of the Flood.

PROM A STAFF CORRESPONDENT ! skiffs and driftwood by the acre are rushing past, from all of which imploring hands but impotent to help, and the instability of tracks east of this place renders the only

few hundred feet in width, the mountains extending close up to the river. The neighboring boroughs, Conemaugh, Milivale, Cambris, Prospect East Conemaugh, Franklin, Cooparadale and Woodale, are all growing places. Johnstown proper is situated at the confluence of the Conemaugh river and Stony creek, a portion of the city lying on the west side of the latter stream.

The City's Survendings

Its location in the site of Kickenspawling's Indian town, where the whites began to settle nearly 100 years ago. The town is well paved; has electric lights, street cars and a fine system of water works. It contains many handsome business blocks and stylish residences. It is particularly noted for the number and excellence of its churches, nearly a dozen different denominations being represented, and many of them having very fine and costly edifices. For many years the town was the connecting point between railroad and canal transportation. As far back as 1831 the Portage Railroad ascended the eastern slope of the Allegheny Mountains by five inclined planes, up which cars were drawn by stationary converses and descending the inclined planes, up which cars were drawn by stationary engines, and descending the western slope in the same way, connected at Johnstown with the "main line" of Pennsylvania improvements. This great achievement, as it was then considered, was superseded later by the Pennsylvania Railroad, which enters the county of Cambria through the Gallitzin tunnel and leaves it at the border of Westmoreland and Indiana counties. Johnstown is also the terminus of the

The Conemangh Horseshoe. The Conemangh Horseshee.

One of the greatest natural curiosities of the State is found in the vicinity of Johnstown. The Conemangh, after descending from the mountain and receiving the waters of the South Fork, finds its course arrested by a huge ledge of rocks, and, turning to the right, passes for miles around an elevated plateau, and returning within a stone's throw of the place of divergence, pursues its way unchecked. Other very attractive, and curious features of topography are found.

ing over 60 acres; with a network of railroad tracks nearly 40 miles in total length. The annual product of the works runs into the millions, and half the population of Johns-town is dependent, directly or indirectly, on

on the low-lying ground were caught, all were taken out in skiffs and in the arms of suburbs and is one of the important indus-trial establishments of the valley.

DEATH AND DESOLATION.

The Terrible Warning Came Too Late-Houses Tossed About as Corks on the Ocean-The Death Rate

frantic parents. It was said at the depot that it was impossible to estimate the number whose lives were lost in the flood. It escaped.

grams last night, detailing the flood. The recent heavy rains had swollen the old canal reservoir at South Fork, on the Conemaugh river, and fears were entertained for its safety.

Warned to No Purpose The basin contained water measuring two miles across by five miles in length, and was 70 feet deep in the deepest place. The people of Johnstown were warned of its possibility of bursting during the morning, but very few, if any of the inhabitants, took the warning seriously. Shortly after noon the dam gave way about five miles above Johnstown, and sweeping everything before it, burst upon the town with terrible force. Everything was carried before it, and not an instant's time was given to seek safety. Houses were demolished, swept from their foundations and carried in the flood to a culvert near the town. Here a mass of all manner of debris soon lodged, and by evening it had dammed

Back Into the City. over the tops of many of the still remaining chimneys. A dispatch to Dispatcher Culp. received about 11 o'clock last night, said the blockade at the Johnstown bridge was three-fourths of a mile long and 40 feet high, and was all on fire. The extent of the damage could not possibly be estimated.

The Pennsylvania people are exerting every energy to save both lives and property, but as yet little or nothing can be done.

Assistant Superintendent Touches Assistant Superintendent Trump, of the Pennsylvania, is at Conemaugh, but the officials at the depot had not been able to receive a line from him up until as late as 2:30 o'clock this morning. It was said also that it will be impossible to get a train through, either one way or the other, for at

IN BEDFORD COUNTY.

The Risen Waters are Sweeping Everythin Before Them-Immense Damage to Property on Every Hand-Prohibition Enforced by

ISPECIAL TRLEGRAM TO THE DISPATCH. BEDFORD, PA., May 31 .- Not since the flood of 1847, so say the oldest citizens of the county, has Bedford had such a flood. The rain up to this writing has been constantly falling for the past 24 hours. This morning, families living in the western part of the town known as the "Texans," were compelled to move out of their houses at noon. Cattle, hogs and sheep were seen been incorporated as a city, but is still gov- going down the river. Traffic and mails are erned under a borough charter. Including all at a standstill, but one mail leaving here its populous suburbs, which are really a to-day. New iron bridges, recently erected part of the town, several of them being by the county, have been swept away. At Cessna station, eight miles north, 200 sheep were lost. At Evereft, eight miles east, traffic was carried on all day by the use of flats.

Ex-Sheriff Lashley, proprietor of the

being two feet deep in his barroom. The railroad bridges between Bedford and Cum-berland have been damaged to such an ex-tent that no trains have reached Bedford from the south since last night. Superintendent Meyers left on an engine this morning and is hung up somewhere between here and Hyndman, not being able to get either way. The river is still rising rapidly and fears are entertained for persons living along the river between here and Huntingdon. A party of commercial men tried to reach

A party of commercial men tried to reach Everett by coach this evening, but were compelled to return, as in the road after leaving Bedford the water was running over the tops of fences. Gardens in the western part of the town have all been ruined. Beveral fine trout ponds near the town have gone with the wreck.

Word comes that the large iron bridge at Everett is in danger. The damages to bridges alone in the county will reach \$50,000. At present it is impossible to near estimate the damages to property. It is impossible at this time to get any news by talephone along the river, as people are looking for safe quarters to spend the night. Mr. Doty, manager of the Springs hotel, said to your reporter that it was impossible to estimate the damage done to the Springs property. At present it looks as if Pedford would be shut out from the outside world for several days yet, as all of the railroad bridges that are not already down are more or less damaged.

FROM THE OTHER STDE.

All Communication Swept Away 25 Mile West of Altoons—all of the Trains From the East Are Held There-The Reports in That Direction.

PHILADELPHIA, May 31.—All the wires of the Pennsylvania Railroad west of Wilmore, a section of the Pittsburg divi. on, 25 miles west of Altoons, have bear down since morning, and consequently the information in regard to the destruction of that place is very meager. Enough has been learned, however, to indicate that the rush of water is the worst ever known in that section.

At Broad street station the following bulle tin for the information of travelers was posted about 8 o'clock: "On account of the posted about 8 o clock: On account of the unprecedented storm prevailing in the Western part of the State, the lines west of Altoona have been damaged; to what extent cannot be ascertained until the water subsides. The storm is still raging, and it is thought no trains will be passed until Sunday.

day."

The Chicago limited express, which left
New York at 9 o'clock this morning, the
fast line, leaving there at the same hour,
and the train leaving that city at 8 o'clock
last night are all laid up at Altoons. At
10-30 to-night a dispatch was received by
General Manager Pugh, dated Wilmore,
from the conductor of the East-bound
New York and Chicago limited, which
left Pittsburg at 7 o'clock this morning, saving the train was safe and that all were well on board. Mr. Pugh in-ferred from this that the limited was laid up somewhere west of Lilleys. The con-ductor reported that the bridge at South ductor reported that the bridge at South Fork was washed away and expressed the opinion that all the bridges between South Fork and Johnstown weuld be swept away. The Chicago and New York day express and all other east-bound trains are sup-posed to be laid up between Cresson and Pittsburg.

When Mr. Pugh was shown a copy of the dispatch from Pittsburg announcing the breaking of the dam near John wan, he said that this report confirmed a dispatch received from Wilmore to-night, which stated that a man had reported to the Pennsylvania Railroad operator there that the South Fork dam had broken and the water had carried away the "coal tipple" and telegraph tower at South Fork station, and also a portion of an east-bound freight train. The telegraph operator who was in the tower managed to escape, but several of the train hands are reported to have been drowned. The conductor of the east-bound New York limited express who reported the safety of his train, also said that a report had reached him of the breaking of the dam. He said nothing about the damage

caused thereby.

General Manager Pugh was out of town early in the day, and he said to-night that he could not understand what was meant when he received dispatches announcing damages to the tracks at Lilleys. "Such a he to-night, "and nothing short of a water spout could have caused such damage. Lilleys is a little mining town of about 300 or 400 inhabitants. For the water to rise high enough to obstruct the passage of trains is unprecedented. A dispatch just received by me says that the water is rush ing over the tracks at a height of at less five feet above the road bed, and this, I say, could be brought about by nothing short of a water spout. I have no doubt, if our operator at Song Hollow said he saw the bodies from Johnstown floating down the river, as reported in the bulletin, that it is true, as his tower is located right on the

FLOATING PERSONS.

Both Dead and Alive, Whirl Down the River Past the Horrified Citizens of Blairsville Railroad Bridges Swept Away - People Imprisoned in Their Second Stories. ISPECIAL TELEGRAM TO THE DISPATCH.

BLAIRSVILLE, PA., May 31 .- The floo n the Conemaugh river at this point is the heaviest ever known here. At this hour the railroad bridge between here and Blairsville intersection has been swept away, also the new iron bridge at Coketon, half a mile below. It is now feared the iron bridge at the lower end of this town will go before

About 7 o'clock a living woman and dead man, supposed to be her husband, were seen going under the railroad bridge. They were seen to come from under the bridge safely, but shortly disappeared and were seen no more.

A great many families lose their house hold goods. The river is running full of timber, houses, goods, etc. The loss will be heavy. The excitement here is very great. The river is still rising. There are some families below town in the second-story of their houses and can't get out. It is feared if the water goes much higher the loss of life will be very great. The railroad company had 14 cars of coal on their bridge when it went down, and all was swept down

the river. All manner of things are floating down All manner of things are floating down the river, furniture, doors, windows, sash, etc. The town bridge has just succumbed to the seething cauldron, whose maddening roar can be heard a long distance. The water is still rising, and it is thought the West Penn Railroad will be without a single bridge in the morning. The cries of the woman who went down was heartrending. She was floating on something not discernable, and her cries were heard until lost in the deafening roar. It is reported that a man went down with the Blairsville bridge while he was adjusting a headlight. bridge while he was adjusting a headlight.

MILLIONS OF MONEY LOST.

The Storm Has Swept the Kanawha Valley Clean of Lumber.

fact the natural scenery of the entire county is perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State in the Implication of the perhaps unsurpassed in the State. The Implication of the perhaps unsurpassed in the State in the Implication of the perhaps unsurpassed in the Implication of the perhaps unsurpassed in the Implication of the I

Ohio Bailroad bridge over Cabin creek was carried away, and booms in Elk and Coal rivers, swept away and millions of dollars' worth of timber and lumber and railroad ties swept away. It is feared that a portion of the city will be submerged. The rivers are still rising. The thermometer registers 480.

ALONG THE POTOMAC.

The River Was Never So High as Now The Baltimore and Ohio and West Virginia Central Blocked-Damage to Life and

PIEDMONT, W. VA., May 31.—The de-struction by the flood resulting from last night's storm in this vicinity is terrible, and the loss will scarcely fall short of \$250,000, and may greatly exceed that figure. The north bank of the Potomse is higher than ever before, the nearest approach being 27 years ago, when the loss was tremendous. The Baltimore and Ohio track is blockaded in half a dozen places and there can be no traffic before to-morrow, if then. The West Virginia Central track is from five to eight feet under water for miles, and many bridges and trestles are down or badly damaged. The destruction of private property is very great. Crops are ruined everywhere, and houses, barns, fences, lumber, etc., are swept away. But one loss of life is reported, and that was of a child. There are many rumors of other losses of life, but as yet no certainty attends them. Numerous narrow

KNOWING ITS TERRORS.

escapes are reported.

James V. Long and Members of the Club Tell About that Lake in the Clouds-Origin and Extent of It-Length and Depth of the Dread-

ful Dam. "Good heavens! Is it so that the dam ha broken?" exclaimed James V. Long last evening when a DISPATCH reporter told him of the disaster at South Fork.

"Well," he continued, "it is not unexpected to me, nor to many members of the South Fork Fishing Club. It has always been a sword of Damocles, not only to the members of the club, but to others. The people of Johnstown have always feared it. Time and again the dam has been examined and every time it was pronounced safe; but no one knew when it would break."

Mr. Long is State Commissioner of Fisheries, and is a member and for years was Secretary of the Western Pennsylvania Sportsmen's Association. It was from the latter organization that the South Fork Fishing Club sprang. All the original members of the fishing club, and nearly every one who is a member now, belongs to the Sportsmen's Association.

'It was about 1879 that the South Fork Club was formed. Colonel Ruff, now dead. was the principal promoter of the scheme of purchasing the property on the south branch of the Conemaugh, which gave promise of affording the means for sport that many members of the club desired. Colonel E. J. Unger, M. B. Suydam, Walter Mc-Clintock and one or two others took an interest in the matter and the property was

Size and Location. to form a reservoir for the old Pennsylvania 827 a short time afterward covered with canal. The dam has a base of 300 feet in mud. The Baltimore and Ohio has ab thickness at the bottom, gradually narrowing to a width of about 50 feet at the top, and is 75 feet high, and from 800 to 1,000 feet long. The main portion was formed of the heaviest and most solid stone masonry. The lake formed by the reservoir is actually about 21/2 miles long, but is generally called three miles, and has an irregular width, varying from one-half to three-quarters of a mile. The greatest depth of water is 90 feet, and over a considerable portion the average depth is "0 feet.

When the Pennsylvania Railroad Com pany bought the old canal and constructed along its line the great highway of rails the reservoir was no longer needed. The many ages of land which formed the bottom of the lake had originally been meadows, and when the lake was no longer needed the meadows reappeared as the water was drained off from the bottom.

The Lake Made Over.

In that condition the ground lay for many years. The Pennsylvania Railroad Company didn't need it and sold it to a Mr. Reilly, of Altorna. The magnificent dam, which cost over \$200,000 to build, was not disturbed, and Mr. Reilly conceived the idea of once more making the lake. It was through his efforts that the property was brought to the attention of Colonel Ruff and the others already mentioned.

The property was bought by the South Fork Fishing Club from Mr. Reilly. The exact price paid none of the members of the club who were seen last night could say. The club was formed on the basis of a membership limited to 100 persons, the shares being placed at \$500 each and each member being required to own two shares before be tled to the privileges of member Nearly \$20,000 was expended in putting the dam in thorough repair, in addition to money spent in other improvements. Then arrangements were made for the erection of a hotel and cottages. Every member who desired to put up a cottage within six months was allowed a plot of ground 100

There are now about 60 members of the club, of whom 16 have cottages. Com-mencing from the lower end of the lake, and going to the head, the cottages stand i

A Magnificent List. I. W. C. Biddle.
I. K. Moorhead.
I. C. Knox.
II. Lippincott,
ames W. Brown.
II. Calvin Wells.
J. William Mullins.
W. Illam Mullins. 8. P. C. Knox. 4. J. H. Lippincott, 5. James W. Brown. 8. P. C. Knox.
4. J. H. Lippincott,
5. James W. Brown.
6. Louis Irwin.
7. Charles J. Clarke.
8. M. B. Suydam.
16. Walter McClintock.

From the foregoing names, everyone of which is so well known in Pittsburg that it would be superogatory to tell who the individuals are, it will be seen that the membership of the club is confined to the wealthy and prominent residents of the two The

present officers of the club Colonel E. J. Unger, President; Colonel J. J. Lawrence, Vice President; Louis Irwin, Treasurer; E. A. Meyers, Secretary. For several years Colonel Ruff was President, and John A. Harper, cashier of the Bank of Pittsburg, was Secretary and Treasurer

THE LAST TRAIN IN. The Pacific Express Got Through, but it Wa

Five Hours Late. The Pacific express was the last train in

at Johnstown and sent on to this city. They miles wide, and its great capacity should it were the last passengers from the East. The mail express east was sent out at 1 o'clock yesterday on time, but got no further than Bolivar, where it now is, and no attempt cjaculated words of awe, such as "Hor-

has been made to send out any others, nor will there be, so Superintendent Pitcaira says, for two days.

The road is clear as far as Latrobe, and local trains will be run to that point only.

THE AWFUL FEAR OF IT.

Gloomy Forebodings of a Disaster Years Ago-A Warning Unbeeded-A Lake Artificially Made of a Pond-Fearful Height of a

"We were afraid of that lake," said gentleman who had lived in Johnstown for years; "we were afraid of that lake seven vears ago

"No one could see the immense height to which that artificial dam had been built without fearing the tremendous power of the water behind it. The dam must have had a sheer height of 100 feet, thus forcing the water that high above its natural bed, and making a lake at least three miles long and a mile wide out of what could scarcely be called a pond.

"I doubt if there is a man or woman in ohnstown who, at some time or other, hadn't feared and spoken of the terrible disaster that has now come. I remember six years ago, when I worked in the Gautier ffice, we used to talk of what we 'would do should that terrific body of water break its weak barriers and sweep down the valley, and I remember, also, we all decided it would be so sudden and so strong that any effort to escape would be fruitless. "People wondered and asked why the

"People wondered and asked why the dam wasn't strengthened, as itcertainly had become weak, but nothing was done, and by and by they talked less and less about it, as nothing happened, though now and then some would shake their heads, as if conscious the fearful day would come some time, when their worst lears would be transcended by the horror of the actual convergence.

"If it is true that dam has given way, then the idea or even the hope of escape for hundreds would seem out of the question We figured out pretty clearly the actual number of barrels in the immense reservoir three miles long and one mile wide, with an average depth of 60 feet, and at the dam of fully 125 feet.

"Just think if you can of the terrific rush of that come of the second of the s

of that ocean of water, roaring down the narrow defile, then between the narrow hills hedging in the Couemaugh. No pen, and no words could describe the irresistible force of that water rushing down upon Johns-town, but a few miles away. Johnstown is in a sort of a hollow, between the two rivers, and that lake must have swept over the city at a depth of 40 feet. It can't be, it is impossible that such an awful thing could happen to a city of 40,000 inhabitants, and if it has, thousands have lost their lives, and men are to blame for it, for warnings have been uttered a thousand times, and have received no attention." have received no attention."

THE B. & O.'S ESCAPE. Through Trains From This City, But No Accidents Reported-The Trouble

in West Virginia-Jim Blaine a Heavy Loser. In reference to the washout on the Balti more and Ohio line, Chief Train Dispatcher G. W. C. Day said last evening that the main trouble on that line lay between Connellsville and Cumberland, Md. The company received word of the washout as early as 9 o'clock yesterday morning. The news that they received was to the effect that there had been several The property consists of between 600 and 700 acres, and is located about nine miles landsides between those two points. This above Johnstown. The great dam was built | was corroborated by the arrival of engine doned all through trains for the present, and passengers and mail are being sent around by way of Wheeling and over the main stem to Baltimore, there being no trouble whatever on that line between Piedmont W. Va., and Cumberland, Md., the termi

> road from Wheeling is intact all the way The company already has trains, men and plenty of timber on the ground ready to go to work, but Dispatcher Day could not tell whether or not any work would be done last night, as it would be

> nus of this division. The main stem of the

Impossible to Tell what damage had been done to the tracks of

roadbed until the water goes down. Mr. Day thought that the road had be fortunate in having escaped with out accident, but as soon as the news of the washout had been received, all West-bound trains were stopped at Cumberland. It is believed that the Postoffice Department will allow the road to transfer the mail to the main line and have it come through by way of Wheeling.

All the trouble on the Baltimore and

Ohio lies East of the Allegheny Mountains West of the mountains everything is in good shape. There is no trouble on the road from the city, and all the West-bound

trains are running as usual.

Mr. Day does not anticipate any serious delay from the accident, and believes that in a short while everything will be running in regular order.

The Somerset and Cambria branch, of the Baltimore and Ohio, is also washed out and closed to all traffic, the damage done to this b.anch is as yet unknown, but a squad of men will be sent along the road to-day to take observations and make any repairs

The Cumberland and Pennsylvania coa road is badly damaged all along the line from Lonaconing, Md., to Piedmont, W. Va. What the extent of the damage has been, or whether or not there had been any serious accidents, could not be ascertained

at a late hour last night.

Premier "Jim" Blame will open his eye rather widely this morning when he finds that he is also a heavy loser through the washout. James has long been interested in the West Virginia Central Railroad, which has been one of his pet schemes. But the surging waters have no respect for persons, even though a Premier is interested. The West Virginia Central runs from Cumberland, Md., to Piedmont, W. Va., and has boasted of four of the finest iron railroad bridges in the country. The washout came yesterday, and in a twinkling de-molished the four iron bridges as shough they were but straws. The bridges will have to be replaced at once, and as four iron bridges are an expensive luxury, Jimmy's dividends this year will evince an inclination to shrink.

The Baltimore and Ohio people said last night that all damages to the road would be put in complete repair as soon as practi-

IT BELONGS TO PITTSBURG Posted Ones Unwilling to Believe the Dread-

over at the Pittsburg Club, many of whose members are personally interested in prop-erty, etc., in the region of South Fork. W. J. Patton disbelieved the statement about "Conemaugh Lake" had broken

"The results of such a calamity cannot be fully realized. Why, the whole of Johnstown must be swept away if this is true. The South Fork Pond, as it is called, is three the property of the Pittsburg Sporting Club, and for this reason the local interest manifested is unbounded.

THE TORRENT'S COURSE. Sha, 68 (pulse of the property of the property

DERRY, May 31 .- The course of the torrent from the broken dam at the foot of the lake to Johnstown is almost 18 miles, and with the exception of at one point the water passed though a narrow V-shaped valley. Four miles below the dam the town of South Fork, where South Fork itself emptied into the Conemaugh river. The town contained about 2,000 inhabitants. It has not been heard from, but it is said that four-fifths of

it have been swept away.

Four miles further down on the Conemaugh river, which runs parallel with the main line of the Pennsylvania Railroad, was the town of Mineral Point. It had 800 inhabitants, 90 per cent of the houses there being on a flat and close to the river. It seems impossible at this time to hope that any of them have escaped. Six miles further down was the town of Conemaugh, and here alone was there a topographical possibility for the spreading of the flood and the breaking of the force. It contained 2,500 inhabitants and must be almost wholly devastated. Woodvale, with 2,000 people, lay a mile below Conemaugh on the flat, and one mile further down was Johnstown and its cluster of sister towns, Cambria City, Conemaugh borough and Prospect, with a total popula-

tion of 30,000. On made ground and stretched along right at the river's verge were the immense iron works of the Cambria Iron and Steel

At 11 o'clock a railroad man says the loss of life will reach hundreds and possibly over a thousand. The report of loss of these towns above cannot yet be confirmed.

COLONEL UNGER SAFE.

His Wife Staying With Friends in the East End-The Colonel at His Farm-What Tony Kenting Knows.

Mrs. Unger, the wife of Colonel E. C. Unger, is staying with G. C. Wilson, Esq., on Rebecca street, East End. A DISPATCH reporter went there last night to find out whether the Colonel had sent any word from South Fork, but nothing had is a neighbor of the Wilsons, stated that the Colonel had been in Harrisburg during the last week visiting some friends of his. He left there on Thursday morning and arrived at South Fork in the afternoon. His intention was to stop off there to visit his farm. Colonel Unger's property com-prises about 200 acres of farming land. When the improvements were made on the to the South Fork Club. His property lies southwest of the lake, and much higher in the mountains than the reservoir. Mr. Keating said that they had no anxiety on account of the Colonel, because it was hardly likely that the flood would reach him.

"From what I know about the country,"

he continued, "it seems to me that the water, as soon as it broke through the abutments, would rush through the gully which runs from South Fork station up the hill toward washed away, because the water would naturally take its course toward that point. t is a long time since I have been at South Fork, but I remember the old reservoir well and I know it used to supply the old canal, which ran from Philadelphia to Pittsburg, with water.

"No, we are not alarmed because Colonel Unger has not telegraphed yet. I do not see very well how he could. You must con-sider that he is completely shut off from all communication. You see his farm and the communication. You see his farm and the nearest telegraph station or the Johnstown postoffice are now divided by the water and the Colonel could not get away from his place to-day. I do not think that we shall

The Awful Rumors Verified, but in Very Menger Details. Doubting people by the score thronged

the West Penn dispatcher's office last night

in quest of reports verifying the awful rumors circulated on the streets. They were meager, but true, and added double interest from the indefiniteness of

No word could be received from beyond Blairsville, owing to the wires being entirely useless, but from the latter point news enough was received to prove the vastness of the flood.

West Penn, the county bridge and town bridge baving gone down, while the Tunnelton structure is hanging, practically, by a thread, and perhaps is now carried off by the turbulent and abortive waters.

The loss of life cannot possibly be accurately given, as many people were seen far out in the stream, floating on rafts and driftwood, hopelessly beyond rescue.

A woman and two children passed Blairsville, piteously appealing for help, but they

Bridges have been swept away on the

were swept away. Several people were picked up on the Boi-ivar bridge.

At Du Bois another large dam burst forth at about the same time as the South Fork pond and the two bodies of water meeting will most undoubtedly cause immeasurable loss of property and life. By order, the men at the Blairsville shops

were out to render assistance, with every facility at hand. They are doing good work. OTHER RIVERS HAVE RISEN.

The Juniata and Susquehanna Are Raging Over the Country.

Tyrone, May 31 .- The Juniata river has overflowed its bank at this place, and flooded the entire southern portion of the city, causing great destruction to property. People living in the flooded districts had to be removed from their homes in wagons to places of sector. All the released experies was three test deep there.

"She said she was writing from the second story and the water was gaining steadily. She was frightened, and said many houses around were flooded. This was evidently before the dam broke, for our man here said someplaces of safety. All the railroads center-ing in this place are greatly damaged. The water was never known to be so high at this place. At Curwensville one man was drowned, and at Clearfield two young ladies were drowned in trying to escape from the

flooded districts.

The Susquehanna has overflowed banks at Clearfield, and the entire place is under water, and all means of escape are cutoff. Many people have gathered in the Court House and Opera House as a place of safety. It is still raining hard and the waters are rising rapidly.

RAILROADS WASHED OUT.

Great Damage to Property in Huntingdo and the Surrounding Country.

PETECIAL TELEGRAM TO THE DISPATCE ! HUNTINGDON, May 31.-Incessant rain

rible!" "Disastrous!" etc. The "Pond" is away of the Hyndman bridge, on the Bedford branch of the Pennsylvania Railroad, and the undermining of the railroad bridge at Mount Dallas, Bedford was to-day out off from intercourse with the outside world,

THREE CENTS

off from intercourse with the outside world, and is likely to remain so for several days. The rise in the Raystown branch at Everett is so great to-night as to submerge the principal streets, compelling many families to desert their dwellings.

The Juniata river here is made picturesque with floating buildings, timber, uprooted trees and remnants of destroyed farm buildings, with here and there carcasses of horses and cattle. Ten families in Portstown a suburb of this town, were driven town, a suburb of this town, were driven from their homes this evening, and much of their household goods were washed away. The growing grain in the immediate vicin-ity of Huntingdon is nearly all destroyed, and it is feared this will be the result all

FROM MR. PITCAIRN.

The P. R. R. Superintendent Says It's Frightful-He Suggests a Public Relief Meeting in Pittsburg To-Day.

It had been known that Superintendent Robert Pitcairn, of the Pennsylvania Railroad, had gone East, and, when the first report of the disaster came to Pittsburg, it was feared that he, Colonel Unger and others, believed to be at South Fork, had perished. Indeed, grave fears began to be entertained also as to the peril of a party of Pittsburgers who started for South Fork in the afternoon The party includes Superintendent Pit-cairn, of the Pennsylvania road; James Reed, A. G. A. Leishman, W. L. Anbott, Charles L. Taylor, S.L. Schoonmaker and H. D. Smith. But, in all probability, they didn't get far enough east before the flood

to be any worse than frightened, Superintendent Piteairn, however, was all right, as the following startling, and probably modified, telegram from him to all the Pittsburg morning papers, last evening, clearly indicates:

NEW FLORENCE, May 31, 10:56 P. M.

Editors Pittsburg Morning Papers: In going to the trouble, with water west of Lilly's, could not get further than Sang Hol-low: our tracks west of this point are also obstructed. While at Sang Hollow over 100 peo-ple, men, women and children, passed there on debris; seven were recovered at Sang Hollow, two at Conemaugh Furnace and two here. Only 47 of the 100 and over passed here. From my supervisor, who was at Johnstown, I learn that Johnstown is literally wiped out. Our track between Johnstown and Conemaugh is filled with build-ings and drift 40 feet high or more, which is on fire. All our tracks, as I have said, are badly blocked between Sang Hollow and Johnstown, been heard. Mr. Tony Keating, who I fear there will be terrible suffering among those saved, which should be relieved as soon as possible. In the interest of humanity I think a public meeting should be called early to-morrow to send food, clothing, etc., to these poor people, which we will be glad to forward to Johnstown and neighborhood as soon as we

ONE OUT OF MANY.

get a clear track there. ROBERT PITCAIRN.

Way, Drives Hope From a Has band and Father - It Could Only Fall Under Fear-

ful Pressure. "Impossible," said James Stevens, "a slender, anxious looking man," it can'tale the reservoir has burst, but we expected the lake. The Cambria Iron Company's works, situated along the Pennsylvania Railroad, I should judge will be completely living on Union and Chestnut streets, and if that terrible dam has gone, I have lost

them all. "It is said the new Pennsylvania bridge

was swept away." "Oh, my God!" said poor Stevens, turning even whiter still, "then Johnstown is swept away. That new bridge was as substantial as Gibraltar, and before it gave way it must have backed the water up so high it flooded everything and everybody. It is ten times worse, a thousand times worse, it it gave way, as you say, before the dam actually broke, for it means I have lost

home, wife and family. "Now," he said, "let me tell you something about Johnstown that might not be known. I will probably walk the streets until the actual truth is known, but I want to say a word about the flood we expected there years ago, and about the flood that has

come at last. "The Conemaugh river has been narrowed, and narrowed by the eagerness of man, until sometimes its width could hardly be over 35 feet. The Pennsylvania Railroad laid a double track from the Gautier barbed wire mill down to Johnstown station, about half a mile, and narrowed the river so much the Cambria Iron Works threatened to sue them, but nothing was ever done. The Cambria has been dumping and dumping into the rivers until a backwater set in, and these narrow channels, aided by the splendid heavy abutments of the new Pennsylvania

Railroad bridge, must have forced water all over the town before the immense abutments gave way.
"Then what must have become of all the foremost people of Johnstown? There were the Elders, Fultons, Hamiltons, Ogles, Diberts, Hurlberts, Weavers, McConaugheys, Tit-tles, Murphys, and a thousand others living right in the center of the greatest depression, and of course where the flood was deepest when it did come. But the prospect of what they and my wife and little children have been obliged to suffer seems enough to drive ne mad, for it would be easier to have be

THE LAST WORDS.

The Girlish Johnstown Operator Talks of Rising Waters, Then Comes a Silence. "At 3 o'clock in the afternoon," said

Electrician Bender, of the Western Union, "the girl operator at Johnstown was cheerfully ticking away that she had to abandon the office on the first floor, because the water was three feet deep there.

thing encouraging to her, and she was talk-ing back as only a cheerful girl operator can, when the receiver's skilled cars caught a sound on the wire made by no human

hands.
"The wires had grounded or the house had been swept away in the flood from the lake, no one knows which now. Anyway, at 3 o'clock the girl was there, and at 3:07

we might as well have asked the grave to ANXIOUS ALONG THE LINE.

Local Towns on the Qui Vive for News From Representatives.

The towns all along the Pennsylvania Railroad were at a fever heat last night as meager news of the flood reached them. At Wilkinsburg a young man who lives at Johnstown rushed up to the telegraph office, and when told the news said:

"My God! My father and mother live

He then commenced to figure from the

FORTY-FOURTH YEAR

For Hours Hundreds of People Are Seen Floating Along.

tions for saving the people are more favorable, and more than 20 persons have been All the people who have eyes to read or taken from the flood. cars to hear the mournful message, as it flies The First Great Husb of Water from press to public and from mouth to observed this evening at 7 o'clock, and this came from the burst dam, just above mouth, will stand appalled as they begin to Johnstown. It came like a frenzied whirlpool, and before the people could realize it they were in its grasp. Fortunately, cool heads and resolute hands were on the alert to save, and before any of the people living one of the most beautiful regions in all the

gum-booted and coated men to the high fields and proud possessions of great extent ground. Their furniture was also largely had suffered devastation by a flood from a saved, so that the loss will fall upon house alone, and such live stock as was carried lovely little mountain lake, whose clear out of the stream. So terrible was the force of the current depths were hencelorward to be missed by many a worshipper at one of Nature's that the county bridge over the Conemaugh, apparently a most substantial structure, withstood the rush of waters and the battersweetest shrines. That was the thought of property perishing of logs for a few minutes, but finally it

to Johnstown, and telegraph back all about "But there are no trains," said one of the

And thus these two reporters (accompanied by those of one other enterprising journal) got at least two hours the start of a quartet from two other papers which required that

Mesnwhile THE DISPATCH had also sent fts staff correspondent, already in Somerset, head and under his arms, and the feat was in a carriage. And thus it was ahead of others, and in better shape than they, that bank, and for a minute was not a diminutive, but a real great big hero. this journal began to get its news from a calamity inestimably worse than anything the men who were almost devouring Motherly hands soon took him from him, and soon warm food and clothing had

continue to follow in later editions.

BOLIVAR, PA., May 31 .- A man rescued

BOLIVAR, PA., May 31 .- The water is higher here than was ever known, and twostory houses, barns, stables, whole forests of trees, outhouses, smokehouses, railroad bridges, countre bridges, rafts, inverted were held out to those on the banks willing information to be got of a fugitive nature, but for the most part very accurate.

PITTSBURG: SATURDAY, JUNE 1, 1889--TWELVE

Somerset and Cambria branch of the Balti-more and Ohio, running from Rockwood on the Cumberland division to Johnstown.

found.

The greatest fron and steel manufacturing company in the United States—the Cambria Iron Company—has its works in Johnstown. In their numerous blast furnaces, their Bessemer steel works, rolling mills and mines they employ thousands of men. The Johnstown works are of vast extent, covering over 50 acres with a network of railroad

the industry.

The Gautier Steel Works, located in the upper part of the town, and under the management of the Cambria Company, are among the most extensive and best known in the country. The Johnson street railway mill, manufacturing steel rails for street railroads, is situated in one of the new

Amounting to Thousands. It was stated at the office of the Pennsylvania Railroad, at an early hour this morning, that the deaths would run up into the thousands rather than hundreds, as was at the waters. As early as 7:30 o'clock a great pile of driftwood that the whirl of waters first supposed. From private dispatches rethemselves imported into the drift was swept ceived, it is said that the stream of human beings that was swept before the angry floods was something most pitiful to behold. Men, women and children were carried along women, to one of whom were clinging two frantically shricking for help, but their cries availed them nothing. Rescue was impossible. Husbands were swept past current and the position of the raft totheir wives and children were borne rapidly along, going at a terrible speed to certain death before the eyes of their terrorized and ing of the matter, and the raft passed out of

> will simply be a matter of conjecture for several days as to who were lost or who Dispatcher Culp received several tele-

east two or three days. This applies also o the mails, as there is absolutely no way f getting the mail through.

Cold Water.

CHARLESTON, W. Vs., May 31. heavy rain began falling here at noon yes terday and continued until late last night, which caused a flood in the tributa" of

from the East, and arrived at 5 o'clock, its schedule time being some five hours earlier. Passengers on it were transferred at Sheridan, where the train was abandoned, and, after a difficult transfer, were re-embarked

ful Extent of Disaster. Eager anxiety prevailed about fown as oon as the report of the disaster was received. Especially was the matter talked